

CLASSIFICATION **RESTRICTED**CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

REPORT

STAT

COUNTRY Yugoslavia
SUBJECT Economic - Water transportation
HOW PUBLISHED Monthly periodical
WHERE PUBLISHED Split
DATE PUBLISHED Mar 1949
LANGUAGE Serbo-Croatian

DATE OF INFORMATION 1949

DATE DIST. 8 Jun 1949

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT NO. 18, U. S. C. 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Pomorstvo, Vol IV, No 3, 1949.SHIPS SALVAGED AND REBUILTRebuilding of the SS Kornat

The SS Kornat of the Jugoslavenska Slobodna Flotilja (Yugoslav Free Navigation) has been in service since the end of February 1949, when its overhaul was completed.

In 1944, while the ship was in dock at Liverpool, the dock gate slipped and the water rushed in, seriously damaging the bow, stern, and other parts of the ship. However, as fundamental rebuilding was not considered to be in the interests of the then owners, only the most urgent repairs were made, and the ship sailed home in that condition.

On 26 February 1947, on a voyage from Casablanca to Ghent, the ship lost a plate, and water began to enter. The ship continued on to Ghent along the coast, while the crew pumped, and stopped the hole with great effort. At Ghent, the entire ship was found to be in bad condition. Her oil tanks and engine tanks were useless. Because of a shortage of materials, only the most urgent repairs were made. A year later, the "Viktor Lenac" Shipyard began to overhaul the Kornat.

The ship has now been completely reconstructed. The tanks under engines and boilers were rebuilt. All ribs were replaced. Most of the plates in the engine room, boiler room, and oil-storage room have been replaced. The boilers were raised and all water pipes and auxiliary engines were removed. Large-scale work was done on the boilers. Comfortable quarters for the crew, with baths, showers, and clothes closets, were built in the stern. New cabins for the crew have two beds, two chests of drawers, a table, chairs, and other conveniences. The spacious mess has a library and chess sets. Each room has substantial wooden furniture. The ship has a new, modern appearance inside and out.

- 1 -

CLASSIFICATION **RESTRICTED**

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION									
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI										

RESTRICTED

STAT

Salvage of the Cargo Ship Brundisium

In September 1943, the cargo ship Brundisium was sunk by the Italians in Gruz harbor at Dubrovnik. The ship was carrying 900 tons of munitions and various explosive materials when it was sunk.

The difficult and dangerous salvage operations were undertaken by the "Brodospas" (Ship Salvage) Salvage and Towing Enterprise. Volunteer divers first removed the munitions, which were a constant threat to the salvage crews, the city population, and shipping in the port. The divers deposited them in a special basket which had been constructed on the bottom of a barge. The barge was towed by the tug Zrmanja far out to sea where it was emptied into the sea by means of hand-operated windlasses. On 7 October, after 4 months, the last aircraft bomb was removed from the Brundisium and dumped and work was started on raising the ship.

Some difficulty in pumping out the water was experienced at the lower deck level. Parts of the deck around the cabins had been damaged so that water was admitted into the interior of the ship.

When the Brundisium was finally raised on 13 February, the Federal Ministry of Navigation awarded cash prizes to the salvage crews, including 15,000 dinars to the chief diver, and 12,000, 8,000, and 6,000 dinars to the other three divers, 2,000 to 5,000 dinars each to the 13 members of the salvage crew, and 3,000 dinars each to the six members of the crew of the Zrmanja. Luka Zaputovic, the "Brodospas" official who built the special basket, was awarded 5,000 dinars.

- E N D -

- 2 -

RESTRICTED